CLASSIFICATION

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

[redacted] 25X1A

DATE DISTR. 4 Apr 195

COUNTRY Poland

SUBJECT Railroad Yards in Lublin

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file

NO. OF ENCLS 2
(LISTED BELOW) (A) & (B)

SUPPLEMENT TO
REPORT NO.

25X1A PLACE ACQUIRED [redacted]

DATE ACQUIRED

DATE OF IN

THIS IS UNEVALUATED INFORMATION

25X1X SOURCE [redacted]

1. The main railroad station /Point "A", Enclosure (A)/ measured approximately 1.000 x 300 meters. Six main tracks ran alongside of the depot with numerous tracks beyond them for switching and assemblying freight. This depot contained three control points /Points "B", Enclosure (A)/. Approximately seven passenger trains traveled in the Warsaw direction every day.

<u>Locomotives</u>

25X1X

2. All locomotives [redacted] ran by steam. The locomotives used for long trips had a wheel alignment of 2-8-4, and the driving wheels were approximately 1.5 meters in diameter. I determined the diameter by my own height, and was sure of the wheel alignment because I always counted the wheels on locomotives from curiosity. Trains that made short runs were smaller. Locomotives pulling freight had a wheel alignment of 2-10-2, and the diameter of the driving wheels was approximately 1.20 meters. Trains generally consisted of 50 to 70 various types of freight cars. I estimate the length of passenger locomotives to be 8-9 meters and the tenders, 3.5 meters. The tenders carried an estimated fuel load of 6-7 tons of coal with a 2,000 liter

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water capacity. Locomotives making local runs were about five meters in length without the tender. Most of the passenger locomotives making long trips seemed to be very new. Only older types were used for local runs.

Freight Cars

3. Freight cars consisted of boxcars, stock, refrigerator, gondola, flat and tank cars. They were of the two, four, six and eight axle types. The superstructure of boxcars, stock cars, refrigerator cars and gondolas was of wood reinforced with steel; while the flat and tank cars were all steel, had no sides, and the bed between the wheels dropped about one foot. This type also had eight wheels and was loaded with heavy construction steel. All cars had couplers of the link type and air brakes. I noticed a great amount of scrap iron being shipped in the direction of Warsaw, but could not determine what material was being shipped in boxcars or tank cars.

Passenger Coaches

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4. All passenger coaches [redacted] had four axles, were of wood construction covered with tin, and were the compartment type. Air brakes and link couplers were in evidence. Coaches making long runs were very new-looking, while those on local runs looked older. I could not tell their exact age.

5. I noticed approximately 20 old passenger cars and a large number of freight cars of all types parked beyond the main lines which looked as if they could be repaired and used. I also noticed several new-looking passenger coaches and freight cars parked there.

Freight Yards

6. I believe that the freight yards are one-half kilometer in length, but can give no estimate on the width. Cars were switched by small steam propelled switch engines having a 2-6-0 wheel alignment. I noticed two engines switching cars. Switches in the yard were hand-operated. I believe switches on the main line were electrically operated, because when the workmen threw the switches they were at what seemed to be a small control building. /Point "C", Enclosure (A)/ I also observed a semaphore signalling system, but do not know whether it was hand or electrically operated. The signalling system at the depot was electrical. /Sketch, Enclosure (B)/

7. About 300 meters from the railroad station /Point "D", Enclosure (A)/ I saw a building with four tracks leading into it which I think was a locomotive repair shop, because I saw men working there on the wheels and boiler of a locomotive. Not very far from this building was a coal dump /Point "E", Enclosure (A)/ and near it a crane.

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[redacted] I saw this crane loading coal on the tender of a locomotive. There was another similar crane near this building /Point "D", Enclosure (A)/ but I did not see it in operation.

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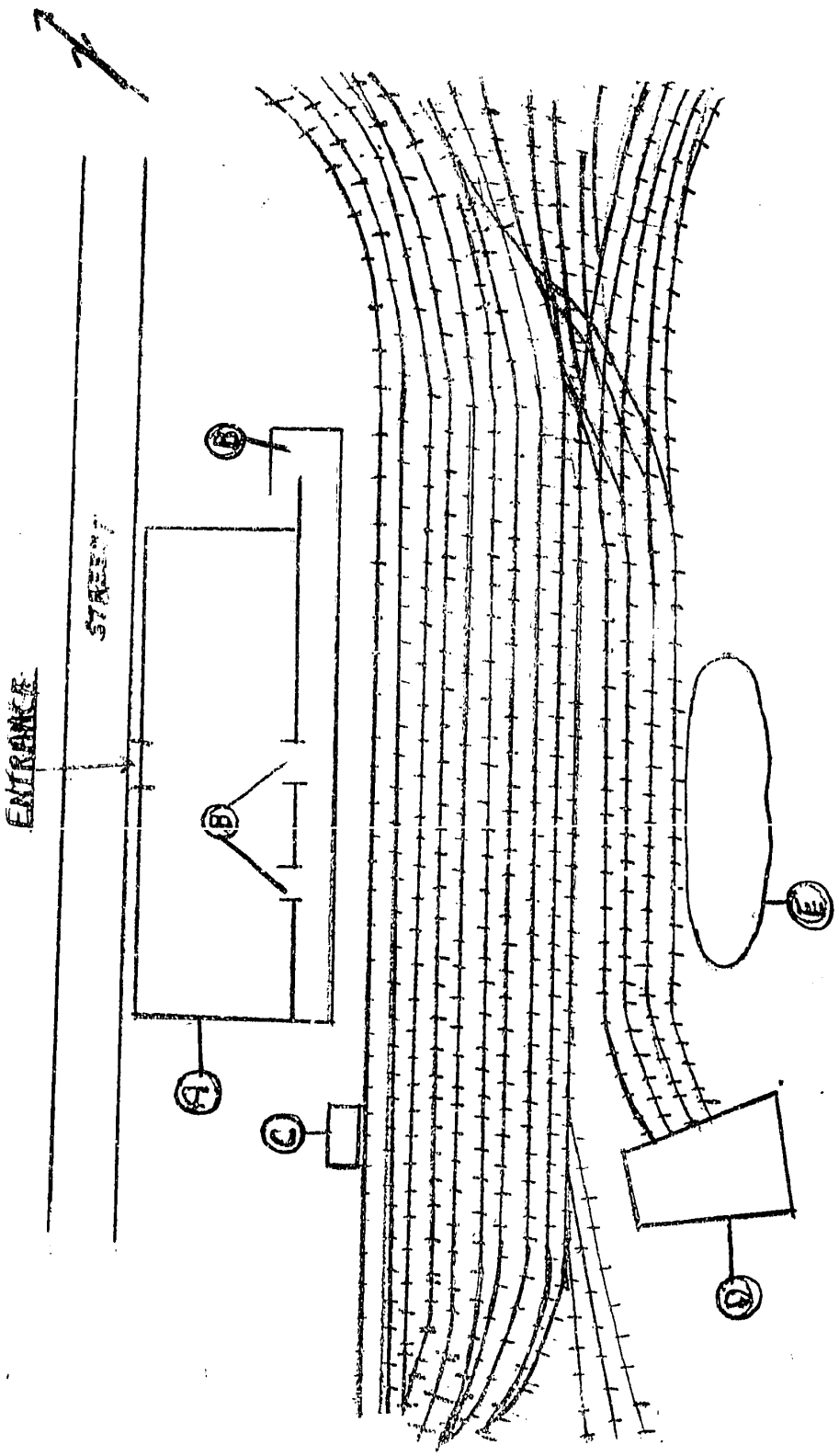
Railroad Tracks

8. The six main tracks serving the railroad station were attached with screws to metal ties. The ties were about 60-70 cm apart and laid on a crushed stone ballast. Outside of the yards the rails were laid on wooden ties with metal plates in between the rails and ties. The plates measured approximately 30 x 15 x 1.5 cm. The rails were screwed onto the ties and were weighted with a crushed stone ballast all the way to Warsaw. The measurements of the rails were 15 cm high, five cm wide at the top and 10 cm wide at the base. They were of European standard guage. The line was double-tracked all the way into Warsaw.

-end-

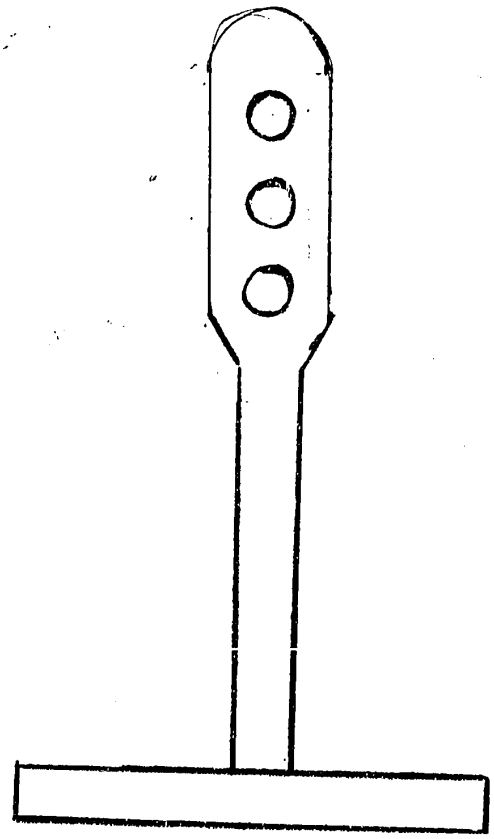
ENCLOSURE (A): Memory Sketch of Railroad Yards at Lublin
(B): Memory Sketch of Signal Lights Seen Near Railroad Station at Lublin

25X1A



Source's Memory Sketch of
Railroad Yards at Lublin
5115N - 2234E

25X1A



Source's Memory Sketch of
Signal Lights Seen Near
Railroad Station at Lublin
5115N - 2234E